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THE COMPARISON OF THE TWO CITIES, MANCHESTER AND TRABZON, IN TERMS OF THEIR GOLDEN AGES AND DOWNTURNS WITH THE FUTURE REGAINING POWER POLICIES*

*Ayça SARIALİOĞLU HAYALİ**

ABSTRACT
Although the two cities, Manchester city of The United Kingdom (UK), located on the northwest of the UK and Trabzon (formerly known as "Trapezus") of Turkey, located on the northeast of Turkey, seem so far away from each other, they indeed very close to each other by sharing several "surprising" common elements from past to present. In this regard, it can be said that both had experienced their "golden ages" in the 19th century and lost their momentum in the 20th century stemming from the "changing world" in and out of their countries. Having being the centre of the capitalism Manchester became the factory of the Industrial Revolution and an international trade centre. At those times, far away from Manchester Trabzon was also experiencing her "golden age" by thanks to her strategic location which is on the historical Silk Road connecting Iran (formerly known as Persia) in the southeast and Caucasus in the northeast. In this regard, this paper aims at comparing the two cities in terms of their Golden Ages and Downturns in order to put their "surprising" common parts with the Future Regaining Power Possibilities. The paper finds out that 19th Century was not only the era in which both cities had their golden ages but also it was an era in which they had chance to have real connections thanks to the travellers and textiles of Manchester that pass through Trabzon to reach to Tabriz or Teheran.

Keywords: International Economics, Globalization, 19th Century, Manchester, Trabzon

İKİ ŞEHRİN, MANCHESTER VE TRABZON'UN, ALTIN ÇAĞLARI VE ÇÖKÜŞLERİ AÇISINDAN GELECEKTE GÜÇLERİNİ YENİDEN KAZANMA POLİTİKALARIYLA BERABER KARŞILAŞTIRILMASI

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* *Associate Professor,* The Department of Economics, Karadeniz Technical University, TURKEY. aycasarialiogluhayali@ktu.edu.tr *ORCID: 0000-0002-6613-7531*

ÖZ

Her nekadar iki şehir, Birleşik Krallık'ın kuzeybatısında yer alan Manchester Şehri ve Türkiye'nin kuzeydoğusunda yer alan Trabzon (eski adıyla "Trapezus") şehri birbirinden çok uzak görünse de aslında, geçmişten günümüze pekçok"şaşırtıcı" ortak noktalar paylaşarak birbirine çok yakındırlar. Bu bağlamda, söylenebilir ki her ikisi de "altın çağları"nı 19.yüzyılda yaşamış ve hızlarını da 20. yüzyılda ülkelerindeki hem iç ve hem de dış "dünyadaki değişim"den kaynaklı olarak kaybetmişlerdir. 19.yüzyılda kapitalizmin merkezi olan Manchester, Endüstriyel Devrimin fabrikası ve uluslararası ticaret merkezi haline gelmiştir. O zamanlarda, Manchester'dan çok uzakta, Trabzon da güneydoğuda geçmişte Pers olarak bilinen İran ile kuzeydoğuda Kafkasya'yı birbirine bağlayan tarihi İpek Yolu üzerindeki stratejik konumu sayesinde "altın çağını" yaşamaktaydı. Bu bağlamda, bu çalışma bu iki şehri "şaşırtıcı" ortak taraflarını ortaya koymak için altın çağları ve çöküşleri açısından Gelecekte Güçlerini Yeniden Kazanma Olasılıklarıyla beraber karşılaştırmayı amaçlamaktadır. Çalışma ortaya koymaktadır ki 19. yüzyıl sadece her iki şehrin de "altın çağları"nı yaşamış olduğu bir dönem değil, aynı zamanda Tebriz yada Tahran'a varmak için Trabzon'dan geçen Manchester'lı gezgin ve tekstilciler sayesinde iki şehrin de gerçek bağlantılar kurmaya fırsat bulmuş olduğu bir dönem olmuştur.

Anahtar Sözcükler: Uluslararası Ekonomi, Küreselleşme, 19. Yüzyıl, Manchester, Trabzon

1. Introduction

Although the two cities, Manchester city of The United Kingdom (UK), located on the northwest of the UK and Trabzon (formerly known as "Trapezus") of Turkey, located on the northeast of Turkey, seem so far away from each other, they are indeed very close to each other by sharing several "surprising" common elements from past to present. In this regard, it can be said that both had experienced their "golden ages" in the 19th century and lost their momentum in the 20th century stemming from the "changing world" in and out of their countries. Having being the centre of the capitalism Manchester became the factory of the Industrial Revolution and an international trade centre. She was marked by 1835 as "the first and greatest industrial city in the world".[1] Since such remarkable development of the city with the new working class required a large transport and distribution infrastructure Manchester also had an excellent success in transportation including canal system, railways and Manchester port, which is put as "The rail link, together with the canal system, was instrumental in

[1] Peter Hall, *The First Industrial City, Manchester, 1760-1830*, in Chapter 10, Cities in Civilization, Pantheon Books, New York 1998, pp. 310, from P. Dicken, "Global Manchester: From Globaliser to Globalised" in City of Revolution: *Restructuring Manchester, Ed. Peck, Jamie and Ward, Kevin,* Manchester University Press: UK 2002, p. 18.

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the growth of Manchester's industrial base in the 19th century".[2] Moreover, it is stressed as "During this period Manchester had its world famous canal system built as well as the famous Liverpool and Manchester Railway"[3]. Such new "economic infrastructure" brought new "economic superstructure" to Manchester in both intellectual and political fields. As a result, in the golden age of Manchester "innovations" were everywhere including "new industrial processes, new ways of thinking (the so called 'Manchester School', promoting free trade and laissez-faire), new classes or groups in society, new religious sections, and new forms of labour organisations"[4] inspiring all around the world. At those times, far away from Manchester Trabzon was also experiencing her "golden age" by thanks to her strategic location, which is on the historical Silk Road connecting Iran (formerly known as Persia) in the southeast and Caucasus in the northeast. Such importance of Trabzon is put by Topalidis (2015) in his words as "It was the capital of a distinct local identity with a productive hinterland, a combination of indigenous, especially Caucasian people and of Greek colonists and culture, the most easterly port through which European shipping could once reach a major overland route over the Pontic Alps that penetrated central Asia".[5] As a result of having being a free international trade basis in her region as "economic infrastructure", new "economic superstructure" of Trabzon was shaped by multi-cultural, religions and languages society. However, the "changing world" especially during the First World War both damaged the two cities. Moreover, the economic policies of the 1980s beginning with the Thatcher government having ended the "heavy industry policy" in Manchester declared the collapse of her Golden Age. On the other hand, the Golden Age of Trabzon had to be collapsed much more before the 1980s in the early stages of the new Turkish Republic taking place of Ottoman Empire. In this regard, in this paper we would like to compare the two cities in terms of their Golden Ages and Downturns in order to put their "surprising" common parts with the Future Regaining Power Possibilities. In order to reach such aims after the introduction part first, the two cities will be introduced briefly in two sub-parts: First, general information is provided on the two cities and second, their brief histories till their golden ages will be tackled. In the third part, the golden ages of the cities and their downturns

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2 Manchester2002-UK "Manchester Castlefield Canals & Railway Viaducts" http://www.manchester2002-uk.com/castlefield/castlefield2.html

3 Webritish.Co.Uk, "Manchester", http://www.webritish.co.uk/city_display.asp?city= Manchester

4 Webritish.Co.Uk, *ibid.*

5 Sam Topalidis, "A History of Trabzon" http://www.karalahana.com/ 2015/10/21/a-history-of-trabzon/, p.1.

with their economic reasons and outcomes will be analysed in order to compare and put the similarities and differences between them. Before conclusion, the future possible policies in order to regain their ex-powers will be discussed for both cities.

2. Introducing of the Two Cities including Their Brief Histories till Their Golden Ages

2.1. Trabzon

2.1.1. General Information

Trabzon, after Samsun the second largest city in the Black Sea region of modern Turkey, is a city of which total area is 4685 square kilometres and her population is 768.417[6] located on the north east coast of Turkey. Her neighbour cities today are Gumushane on the south, Giresun on the west, Rize on the east and Black Sea on the north[7]. Moreover, during the Ottoman Empire as an Ottoman province her total area was much bigger (22588 square kilometres) than today's, including such neighbour cities mentioned above. As seen Figure 1 it covered the area to the Batumi region of Russia and Erzurum province on the east, Sivas and Erzurum on the south and Canik area on the west.[8]

Figure 1: The Map of Trabzon Province during the Ottoman Empire

Source: Faroqhi et.al., An Economic and Social History of the Ottoman Empire, Volume 2 at Google Books.

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6 TUIK data, 2015.

7 Trabzonkulturturizm, "Trabzon: Cografi Yapi (Geography of Trabzon), http://www.trabzonkulturturizm.gov.tr/TR,126647/cografi-yapi-ve-iklimsel-ozellikler.html

8 Abdulvahap Hayri, *İktisadi Trabzon*, Haz. Melek Öksüz, Serander Yayınevi: Trabzon 2008, pp. 14, 39.

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2.1.2. A Brief History till her Golden Age

It is noted that according to the famous French scientist Charles Texier, who did archaeological investigations and researches in the Anatolia for a long time in the mid of the 19th century, the foundation of Trabzon goes back to the year 2000 B.C. The name of Trapezos was first found in the book of Ksenophon (Xenophon), an ancient Greek philosopher and historian, called "Anabasis"[9]. It is underlined that such name means "table or trapezoid" in the ancient Greek stemming from its geographic "flat table like promontory" on which the town was founded.[10] It is noted that according to such book written by Ksenophon (Xenophon) local indigenous people such as Colchians, Macrones and Drills were living there before the Greek settlement in the 7th century BC which was accepted as one of the such Greek colonies of which centre was Sinop[11]. Such tribes are accepted as having Turkish origin as well as the "Gas/Kas and Gud" who are accepted as vanguard of Oghuz Turks who had come from the Central Asia.[12] The occupation of Kimmers coming from Caucasus in the 7th century B.C. did not last long. From the 6th or 5th centuries B.C. this territory was included within the Persian Empire till the Alexander the Great defeated the Persian King Daurius III in Anatolia.[13] However, after the Alexander the Great had died, Mithradates I, a Persian noble, got chance to found the first Pontic Kingdom at that area and after a while Trabzon had under his domination till the Roman era. In this regard, during the era of Roman Emperor Neron the city was declared as free city and the Roman Emperor Hadrian made significant architectural contributions to the city as well as the city wall[14]. During his era the harbour was built, which was not a natural harbour, having made the city an important harbour city. The Romans gave a distinguished significance to Trabzon and made the harbour a free zone connecting to the Central Asia and India.[15] The importance of Trabzon continued after the division of Roman Empire into two in 395 and during the eras of Byzantine (Eastern Roman) and Komnenos Empires (1204-1461). During the era of the Byzantine Empire significant redevelopment facilities

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9 Trabzon.Bel.Tr, "Trabzon", http://www.trabzon.bel.tr/trabzon.aspx

10 Topalidis, *ibid,* p.1 and Trabzonkulturturizm, "Trabzon: Tarih ve Cografyası" (History and Geography of Trabzon), http://www.trabzon.gov.tr/tarihcaografya

11 Trabzonkulturturizm, *ibid.*

12 Hikmet Öksüz, *et.al.*, *Trabzon: Ticaret ve Sanayi Odası Tarihi (1884-1950)*, Trabzon Ticaret ve Sanayi Odası: Trabzon 2009, p.11 and Trabzon Belediyesi,Tr, *ibid.*

13 Topalidis, *ibid,* p.3.

14 Trabzon.Bel.Tr, *ibid.*

15 Mehmet Okur and Murat Küçükuğurlu, "Jeopolitik ve Stratejik Açıdan Trabzon Limanı (Geopolitical and Strategical Views of Trabzon Port)", *Karadeniz Dergisi*, 3, 2009, pp. 27-28. http://www.dergikaradeniz.com/web/upload/icerik/3/3.2.pdf

were done in Trabzon. However, after the crusade to Istanbul, the capital city of Byzantine Empire, when the Latin occupation was realized the grandsons of the Emperor Andronikos Komnenos I, Alexios and David, founded the Komnenos Empire in Trabzon by the help of their relative Georgian Crown and made Trabzon the capital city of such Kingdom, which is also called Trabzon Empire or Komnenos Byzantine Empire and expanded its boundaries to Sinop thanks to the lack of dominance in Anatolia.[16] Topalidis (2015) tells such Empire with its increasing importance as follows:

> "In 1204, Trabzon became the capital of the Komnenos Byzantine Empire which existed more in a constitutional than a geographical sense. It consisted of a long strip along the southern shore of the Black Sea protected from central Anatolia by the Pontic Mountains. Its wealth and influence far outstripped its size and population. The transit trade via land and sea was very profitable due to the collected taxes on goods entering and leaving the town to and from Asia…This microcosm of a Byzantine Empire was constantly threatened by its Mongol and the Turk neighbours in the interior of Anatolia. Their Emperors prospered partly by paying tribute and partly by marrying their daughters or sisters with their leaders (Nicol 1996). This small empire outlasted the Byzantine Empire at Constantinople by 8 years".[17]

After the conquest of Istanbul and the collapse of the Byzantine Empire by the Ottoman Sultan Mehmet II, Mehmet the Conqueror, in 1453, in August 1461 the conquest of Trabzon was realized by the same Sultan for the security reasons of the new Ottoman Empire. During this era, Trabzon was done province and kept its importance by her famous governors such as the Ottoman Sultan Selim I, Yavuz Sultan Selim, and as the birthplace of Suleyman the Magnificent, who made Trabzon a province centre by bonding it with Batumi.[18]

2.2. Manchester

2.2.1. General Information

Manchester is a city of which total urban area is 630.3 (115.65 for Manchester city) square kilometres and population is 514,414 (2.55 million for Greater Manchester as of 2013) located on the north-west of England.[19] Her neighbour cities are Liverpool on the north-west and Sheffield on the north-east making the city the halfway point between the two.

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16 Trabzon.Bel.Tr, *ibid.*
17 Topalidis , *ibid,* p.4.
18 Trabzon.Bel.Tr, *ibid.*
19 Webritish.Co.Uk, *ibid.*

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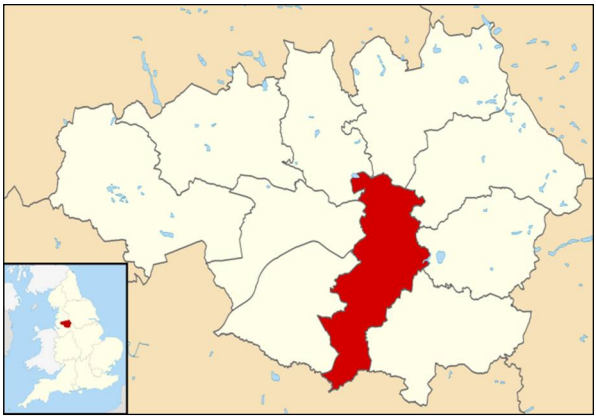
Figure 2: The Map of Manchester



Source: https://en.wikipedia.org/wiki/Manchester

2.2.2. Brief History till the Golden Age

It is reported that Manchester was founded in 78-86 B.C. as a walled Roman castrum at the confluence of the Irwell and Medlock Rivers and on the military road from Chester to York, which was abandoned in the 4th century.[20] It is noted that a civilian settlement, a little town, grew up around the fort in which the soldiers provided a market for the goods that the civilians sold such as shoes and wine. Lambert maintains that the Romans called it "Mamuciam" (breast shaped hill) probably because the plateau resembled a breast[21]. After the Roman army left Britain and Roman forts and towns were abandoned in 407 BC it is recorded that the next appearance of Manchester in history comes in 919, when the West Saxon king Edward the Elder repaired the Roman fort as a bastion against the Norsemen.[22] Lambert notes that a village called "Mamecester" existed at the time of the Domesday Book in 1086, of which name changed to Manchester in time. At the time of the Normans in the 11th century Manchester was a small village, however the village of Manchester was made into a town in the early 13th century.[23] As the population of England grew and trade and commerce grew rapidly Manchester turned into a town. There was also a significant role of the Lord of the Manor, Robert Grelly, who was among the largest landholdings in the country, in redeveloping Manchester by building new places in Manchester

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20 Robert W. Brown, "The City in European History: Industrial Manchester in the Nineteenth Century" 2004, from http://www2.uncp.edu/home/rwb/ manchester19c.html

21 Tim Lambert, "A Brief History Of Manchester", http://www.localhistories.org/manchestertime.html

22 Brown, *ibid.*

23 Lambert, *ibid.*

such as manor house, church of St Mary *etc.*[24] Lambert records that in 1222 Manchester was granted the right to hold an annual fair, which was like a market but was held only once a year in the Middle Age, that would attract buyers and sellers from all over Lancashire. Shortly, it can be said that in the Middle Ages although Manchester was not nationally significant it was, "at best, a medium sized town"[25]. It is noted that from beginning in the 14th century, Manchester developed as a town for the sale and milling of corn and for "fulling" cloth, which is described as "making a garment full by pleating or gathering". In this regard, it is recorded that the town's industrial history, actually began during this time when King Edward III settled Flemish weavers in 1375[26]. In time during the 16th century and the 17th century Manchester grew steadily larger and got more important, in which Manchester was famous for wool and also for cotton[27]. It is maintained that by the 16th century, Manchester was an important centre of the wool trade, and it exported cloth to Europe. It is underlined that the origins of the cotton industry go back to the 17th century, namely before the industrial revolution, when cotton was imported from Turkey and the Middle East.[28] However, it is also stressed that the real importance of Manchester and the actual rise of the cotton industry begin in the mid-18th century and "it was made possible by the existence of large coal reserves, communications, and mechanical innovations in the production of cloth"[29], which all describe the important factors of the industrial revolution. Lambert puts that "…Manchester continued to be famous for manufacturing wool, cotton, linen and silk. In 1729 a cotton exchange was built where cotton could be bought and sold. In the late 18th century, with the coming of the industrial revolution, the textiles industry boomed"[30]. Brown (2004) records that Manchester's first mill was built in 1781 and Richard Arkwright opened the first steam-powered mill in Miller's Lane in 1783[31].

3. The Comparison of the Two Cities in terms of Their Golden Ages and Downturns

Far away from Manchester, Trabzon was experiencing her "golden age" in the 19th century generally thanks to her strategic location defined by Engels (1853) as "Trebizond is better situated for such a trade than any other

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24 Brown, *ibid* and Lambert, *ibid.*
25 Lambert, *ibid.*
26 Brown, *ibid.*
27 Lambert, *ibid.*
28 Brown, *ibid.*
29 Lambert, *ibid.*
30 Lambert, *ibid.*
31 Brown, *ibid.*

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point"[32], which is on the historical Silk Road connecting Iran (formerly known as Persia) in the southeast and Caucasus in the northeast. It can be said that such golden age started by the opening of her port, marked as the "starting-point of the Golden Road to Samarkand"[33], to foreign shipping in 1830. In this regard, it is worth mentioning of The 1838 Treaty of Balta Limani, or the Anglo-Ottoman Treaty,[34] which made Ottoman Empire to give up her most intervention rights on foreign trade, leading to open both Ottoman markets and Ottoman raw material to the European Trade.[35] Indeed, it was just a sub-part of an upper picture of the "globalization of the 19th century", which was started in England, actually in Manchester and neighbourhood, thanks to the industrial revolution as "the infrastructure" and "capitalism" as "the superstructure" of the era and spread all over the world including the Ottoman Empire. It was the 19th century in which the Ottoman economy opened to the world capitalism.

Issawi (1970) points to two main factors that lead the revival of this route in the 1830s and the diversion to it of the trade through Istanbul and Izmir as follows: First, being shorter channel for importing British goods and exporting silk and other Persian products to England, which all reduce the transportation costs. Second the starting of the "steam navigation" between Istanbul and Trabzon. He lists the other factors as the new duties on goods in transit trade through Georgia by the Russian government till the 1846 and also the difficulties on the Baghdad route, which all increase the costs of alternative routes.[36] Moreover, having noted that "The commercial battle-field between England and Russia has been removed from the Indus to Trebizond" Engels (1853) highlights another reason, both economic and political, which makes Trabzon very significant for British Empire, as "The trade of Trebizond is also becoming a matter of most serious political

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32 Friedrich Engels, "The Real Issue in Turkey[17]", 1853, p. 2, http://marxengels.public-archive.net/en/ME0717en.html.

33 Denis A.H. Wright, "Trebizond And North-Eastern Turkey", *Journal of the Royal Central Asian Society,* vol. 33, no. 2, 1945, p. 1.

34 "Signed between Britain and the Ottoman Empire on 15 August 1838, the agreement reaffirmed and widened Britain's rights under the capitulations (privileges granted by the Ottoman government) that gave British subjects the right to trade freely in the Ottoman Empire" Zachary Karabell, "Balta Liman, Convention of (1838)", *Encyclopedia of the Modern Middle East and North Africa*, The Gale Group, Inc. 2004. http://www.encyclopedia.com/doc/1G2-3424600439.html

35 Seyfettin Gürsel, "1838 Osmanlı İngiliz Ticaret Anlaşması", *Tanzimattan Cumhuriyete Türkiye Ansiklopedisi,* C.3, İletişim Yayınları: İstanbul 1985, pp.688-690 from Oksuz *et.al*., 2009, p. 37.

36 Charles Issawi, "The Tabriz-Trabzon Trade, 1830-1900: Rise and Decline of a Route" *International Journal of Middle East Studies*, Vol. 1, No. 1, 1970, p. 18.

consideration, as it has been the means of bringing the interests of Russia and England a new into conflict in Inner Asia".[37]

It is noted that Trabzon as a transit port made a significant development since the beginning of the 19th century both allowing the European goods to Asia and the Asian goods to Europe in the most cheapest and safest way. Both Trabzon and Trabzon port, which became an important cross road in the East and West trade, attracted both local and foreign traders as commercial centres.[38]

According to Table 1 in the 19th century generally there was an upward trend in the trade through the Trabzon-Tabriz route, which was at the highest in 1850s and 1860s.

Table 1: Value of Trade in Trabzon, 1816-1900

Total and transit to and from Iran (millions of francs)				
	Imports		Exports	
	Total	To Iran	Total	From Iran
1816	12	—	11	—
1827	23·2	—	13·9	—
1834	(20)	—	(20)	—
1835	38·7	—	35·0	—
1837	38·4	—	35·1	—
1838	38·2	—	35·5	—
1839	35·1	—	32·8	—
1841	49·6	—	49·7	—
1842	37·9	—	35·1	—
1843	43·3	25·2[1]	36·8	6·3[1]
1844	—	26·1[1]	—	9·2[1]
1845	—	33·1[1]	—	9·3[1]
1846	46·0	32·2	42·1	7·9[1]
1847	40·0	28·8[1]	37·4	7·0[1]
1848	49·3	34·7	42·1	2·5
1849	63·4	42·3	58·9	8·9
1850	71·0	47·9	66·5	9·6
1851	68·9	41·5	49·8	9·3
1852	62·7	32·0	53·3	—
1853	59·2	—	44·8	—
1854	52·4	—	43·2	—
1855	77·3	—	56·7	—
1856	77·2	—	67·1	—
1857	66·9	—	58·3	—
1859	93·2	—	97·5	—
1860	107·1	—	89·3	—
1861	84·2	36	76·2	25
1862	91·9	—	91·4	—
1866	43·8	—	27·4	—
1867	44·1	30·4	96·5	6·1
1868	59·3	18·8	103·2	10·1
1869	44·0	—	68·3	—
1870	41·4	—	49·4	—
1873	57·7	18·8	54·5	10·5
1874	62·5	26·8	52·6	9·1
1875	40·4	20·4	42·3	7·4
1876	39·2	30·5	16·8	0·4
1877	35·7	14·2	4·9	0·5
1878	30·7	21·2	46·7	4·3
1879	35·4	26·4	47·9	4·5
1880	31·4	25·3	39·6	2·7
1881	43·3	16·7	24·9	3·8

[37] Engels, *ibid.*
[38] Öksüz *et.al.*, *ibid*, pp.65, 60.

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Continue of Table 1:

Total and transit to and from Iran (millions of francs)	Imports		Exports	
	Total	To Iran	Total	From Iran
1882	53·4	18·0	43·8	11·7
1883	36·3	22·0	35·4	10·9
1884	44·2	24·0	16·8	8·8
1886	38·2	19·6	13·1	6·5
1887	31·5	15·3	15·2	7·6
1888	29·8	15·9	13·7	5·8
1889	27·5	17·6	15·8	6·9
1890	34·6	16·6	17·5	7·8
1891	37·8	16·3	16·5	6·6
1892	31·8	13·4	13·2	5·8
1893	31·9	12·4	16·6	6·1
1894	36·3	15·9	16·4	5·3
1895	35·4	17·1	16·1	5·3
1896	31·4	14·4	15·1	4·7
1897	33·7	13·9	16·9	5·4
1898	34·3	13·8	17·2	5·2
1899	33·2	12·5	14·6	3·8
1900	33·1	10·1	19·4	5·6

SOURCE: France, Affaires Etrangères, Correspondance Commerciale, Trébizonde, vols. III–X.

Source: Issawi (1970), pp: 25-26

When it is looked at the exported items from Trabzon they are as follows: Cereals such as corns; fresh vegetables and fruits, such as beans, apples, hazelnuts and hand crafts and partly animal products. The imported items from Iran to Trabzon including the transit trade as follows: Carpets, silk products, rugs, nuts, such as almonds.[39]

Wright (1945) explains the reasons of the rising and collapsing of the importance of Trabzon briefly as follows:

> "Another reason why Eastern Turkey was better known to Europe in the nineteenth century was that, after the opening of the Turkish Black Sea ports to foreign shipping in 1830, the ancient caravan route from Trebizond to Tabriz again became, as in the days of the Romans and Marco Polo, the principal trade route between Europe and Persia...
> Since the 1914-18 war, other routes to Persia have been developed and the commercial importance of Trebizond as a transit port has steadily declined. Travellers in the grand manner of the Victorian Age have disappeared, and comparatively few Europeans have visited North-Eastern Turkey since the First World War."[40]

It can be said that the 19th Century is not only the era in which both cities, Manchester and Trabzon, had their golden ages but also it was an era in which they had chance to have real connections. Wright (1945) highlights

[39] Öksüz *et.al.*, *ibid*, pp. 70-71.
[40] Wright, *ibid*, p. 2.

such real connection between these two cities as "Travellers as well as the textiles of smoky Manchester passed through Trebizond on their way to the bazaars of Tabriz and Teheran"[41]. Indeed, Isawi (1970) underlines that in 1820 the British charge d'affaires required an urgent direct relation between England and Trabzon in order to be a part of the trade of both eastern Turkey and northern Iran.[42] Engels (1853) put is as "How important this trade [Trabzon Trade], and the Black Sea trade generally is becoming, may be seen at the Manchester Exchange, where dark-complexioned Greek buyers are increasing in numbers and importance, and where Greek and South-Slavonian dialects are heard along with German and English".[43]

As a result of having being a free international trade basis in her region as "economic infrastructure", new "economic superstructure" of Trabzon was reshaped by multi-cultural, religions and languages society. Although Wright (1945) complains about the shortage of the "Francs" in the transit trade he would have highlighted such multi cultural society of Trabzon in his words as "Most of the transit trade and shipping was in the hands of local Greeks and Armenians, though there was an English family called Stevens engaged in business, also a Swiss named Hochstrasser".[44]

Topalidis (2015) points that population is believed to be lower than 44,000, but the exact reliable data is problematic. Topalidis (2015) puts this fact as "Population figures for the town of Trabzon can be gleamed from popu-lation 'guestimates' from some of the travellers who visited Trabzon in the 19th century.." On the other hand, he notes that the population seems to have rose most in the late 19th century/early 20th century by highlighting the percentage of the Christian minority (possibly up to 44% of the population).[45]

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41 Wright, *ibid*, p. 2.
42 Issawi, *ibid*, p.19.
43 Engels, *ibid*, p.1.
44 Wright, *ibid*, p. 10.
45 Topalidis, *ibid*, p. 13.

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Table 3. The Ethnicity in Trabzon from 1840 To Just Prior To 1914
(The percentage of ethnic groups)

Ethnicity	1840[a]	1847[b]	1868[c]	1879[d]	1890[e]	1902[f]	Prior to 1914[g]
% muslims		60%		69%	56%	56%	57%
% Greeks		20%		25%	23%	26%	26%
%Armenians		15%		6%	17%	15%	14%
% catholics		6%				3%	3%
% foreigners					4%		
Estimated population	29,000	33,000	34,250	32,000	35,000	–	–

a Fallmerayer (in Matossian 2009). b Feruhan Bey (in Lowry 2009). c Palgrave (in Bryer 1970). d Tozer (1881). e Shortly before 1890 Cuinet (in Hewson 2009). f Trabzon villayet (province) Salname (Lowry 2009). g Dickerman (in Akarca 2002).

a Fallmerayer (in Matossian 2009), b Feruhan Bey (in Lowry 2009), c Palgrave (in Bryer 1970), d Tozer (1881), e Shortly before 1890 Cuinet (in Hewson 2009), f Trabzon villayet (province) Salname (Lowry 2009). g Dickerman (in Akarca 2002).
Source: Topalidis (2015), p. 14.

However, by time Trabzon lost her attraction by several reasons stemming from the inside and outside factors which can be listed as follows:

The inside factors: 1-The poor state of the port of Trabzon, which could not be enough for the accelerating shipping trade and new shipping systems as new technologies 2-The bad conditions of the road to the interior 3-The increasing costs including changeable duties 4-The diminishing of the numbers of pack animals 5-Lack of Insurance and safety *etc*. The outside factors: 1-The opening of the Suez Canal in 1869 as an alternative road between Britian and Iran through Basra-Baghdad-Kermanshah-Tehran 2-The new Russian route through Georgia, which became a better alternative road since the traded goods were better protected in wagons than on pack animals, insurance was available and duties on goods were fixed and predictable 3-Better roads including the railways connecting with the ports 4-Emerging of Tiflis as a new market to sell the goods 5-The Russian policies to divert the Iran transit trade to her territories by having connected Batumi port, which obtained from the Ottoman Empire after the Berlin Treaty, to the railway of Baku, Culfa, Tiflis 6-The Russian occupation of Trabzon during First World War.[46] Some policies in the early stages of new Turkish Republic[47] taking

[46] Issawi, *ibid*, pp.21-23 and Öksüz *et.al.*, *ibid*, pp. 67-68.

place of the Ottoman Empire declared the collapse of her Golden Age, which, indeed, had been ended much more before. It can be said that the undeniable "changing world" in and outside Trabzon shaped her destiny.

Far away from Trabzon Manchester was experiencing her "golden age" in the 19th century, too. Indeed, she was almost shaping the 19th century world, namely, the globalization in the 19th century, through the industrial revolution and new ways of thinking such as the Manchester School promoting free trade. In this regard, having being the centre of the capitalism Manchester became the factory of the Industrial Revolution and an international trade centre in the 19th century. She was marked by 1835 as "the first and greatest industrial city in the world".[48] Hetheringthon (2007) puts the golden age of Manchester with its "early wild capitalism background"[49] that lead to working class struggles having inspired all over the world as follows:

> "it was represented as city of Britain's industrial revolution (1840s1920s): a mythic time of city prosperity, change and growth, it was seen as a city of trade and manufacturing associated with the nearby Lancashire cotton and textile industries (and linked to the port of Liverpool by the ship canal and through the early railway system); a city of civic pride represented in particular through its neo-classical or gothic civic and municipal buildings. But this was also the city of poverty and migrant the labour, notably Irish labour Engels' city of working class poverty and struggle (1969)".[50]

It is noted that the industrial revolution having created new jobs and employment in Manchester attracted migrants from Ireland, England even Italy.[51] As a result, the population of Manchester increased rapidly by rising the needs including infrastructure. It is put that "By the beginning of the 19th century Manchester's population had risen to approximately 75,000, making it the third most populous town in England".[52] Since such remarkable development of the city with the new working class required a large

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47 Okur and Kucukugurlu (2009) stress that as the results of giving importance to Samsun port, the rival port of Trabzon in the region, by the Turkish government and connecting such port to the inner parts through railway made the Trabzon port lost its attractiveness. This was because the lack of modernization of the Trabzon port and lack of railway (Okur and Kucukugurlu, *ibid*, p.35).

48 Hall, *ibid*, p.310 from Dicken, *ibid*, p.18.

49 Manchester2002-UK "19th Century Life in Victorian Manchester" http://www.manchester 2002-uk.com/history/victorian/Victorian1.html

50 Kevin Hetheringthon, "Manchester's URBIS", *Cultural Studies*, 2007, 21: 4-5, p. 632.

51 Timelines.TV. "History of Britain-Changing Lives", http://www.timelines.tv/index.php?t =0&e=12#

52 Simon Taylor and Julian Holder, Manchester's Northern Quarter: The Greatest Meer Village, *English Heritage: UK.*, 2008, p.19.

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transport and distribution infrastructure Manchester also had an excellent success in transportation including canal system, railways and Manchester port. It is put by Taylor and Holder (2008) as follows: "..canal boats brought in the increased quantities of food, fuel and general merchandise needed to support the larger working population attracted by the new factories".[53] The canal system was also used to carry the coals from mines to be used in factories of industrial revolution.[54]

Brown (2004) puts the reasons of the leadership of Manchester in industrial revolution as follows:

> "...a combination of special circumstances could push it [Manchester] into a position of leadership: two factors were the development of steam-powered spinning machinery and the emergence of North America as a source of raw cotton. The coal needed to fire these engines was available nearby; the cotton could easily be imported from America. In addition, there were the rivers and a network of canals for transportation and communication. Production process was mechanized; both spinning and weaving could be done economically in a factory by the 1820s; originally water power was needed; steam engine "enabled a much greater concentration of power in individual factories and of factories in particular districts".[55]

It is noted that "Manchester was arguably the first true modern city. Whereas Bristol was built on the slave trade, and Birmingham on the industry of a thousand tiny workshops, Manchester was a city of enormous factories, supplying cotton to the world. Its ruthlessly competitive entrepreneurial culture became the model of Victorian industrial capitalism".[56] Kidd (2006) puts the importance of cotton for Manchester as following words "Cotton was the driving force of this expansion. Indeed, banks and financial services, transport and communications, urban growth and a more complex labour market all flowed from this miracle product of mechanised manufacture. Yet Manchester was a market first and a centre of industry second. Cotton was an engine of economic growth in the industrial revolution..."[57] On the other hand, it can be said that at the beginning the cotton textile was the main industry, but by time different sectors were developed along with the banking and insurance service sectors, which all contributed to make Manchester a trade and industrial centre in the 19th century. It is put by Taylor and Holder (2008) as follows: "Its industry and

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53 Taylor and Holder, *ibid*, p. 19.
54 Timelines.TV, *ibid*.
55 Brown, *ibid*.
56 Economist, "Bigmouth Strikes Against: How Manchester Became A Model for the Other British Cities", September 14, 2013a.
57 Alan Kidd, "Manchester: A History", Lancaster: *Carnegie Publishing*, 2006, p. 28.

economy diversified considerably during the 19th century to include engineering, banking, insurance and retail facilities for the region, and the opening of the Manchester Ship Canal in 1894 turned the city into a full-scale inland port".[58] Moreover, Kidd (2006) underlines the financial significance of Manchester having increased parallel to her commercial position giving details as "Banking and insurance facilities developed, from 1826 with the opening in Manchester of the first provincial branch of the Bank of England to 1872 when the first clearing house in the provinces was established in the city.[59]

Moreover, it can be said that all helped to make Manchester the city of the "newest things in the world" such as the world's first inter-city passenger railway station which first telephone service company.[60] Kidd (2006) notes that "the Liverpool to Manchester Railway was opened in 1830 as the first passenger service in the world, although its economic impact as a new form of transporting goods took longer than might be imagined."[61] At the beginning, before the Manchester Port Liverpool Port was used for the products of Manchester to export abroad through using the Manchester railway connecting such port. But then, in 1894 Manchester port was built to directly export the Manchester products to abroad, which was noted that "large quantities of machinery, including cotton processing plant, were exported around the world"[62]. In this regard, the revolutionary developments in engineering made Manchester also famous with engineering both nationally and internationally. Kidd (2006) puts it as "Manchester was, therefore, at the centre not only of the revolution in the cotton industry but also the parallel revolution in engineering. Manchester engineers made technological innovations vital to industrialization... Manchester became the centre of the British machine-tool industry... Manchester engineering was of international significance".[63]

Such new "economic infrastructure" brought new "economic superstructure" to Manchester in both intellectual and political fields. As a result, in the golden age of Manchester "innovations" were everywhere including "new industrial processes, new ways of thinking (the so called 'Manchester School', promoting free trade and laissez-faire), new classes or groups in society, new religious sections, and new forms of labour organisations"[64] inspiring all around the world. Such Manchester inspiring

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58 Taylor and Holder, *ibid*, p.20.
59 Kidd, *ibid*, p. 22.
60 Wikipedia.Org, "Manchester", https://en.wikipedia.org/wiki/Manchester
61 Kidd, *ibid*, p. 25.
62 Wikipedia.Org, *ibid*.
63 Kidd, *ibid*, p. 23.
64 Webritish.Co.Uk, *ibid*.

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all around the world during her golden age is put by Brown (2004) as follows:

> "During the first half of the 19th century, Manchester was a center for reform movements, particularly the movement that led to the Reform Bill of 1832; the Anti-Corn Law League, which secured the repeal of the Corn Laws in 1846; and Chartism, the demand for a more democratic political system. In economic theory, the Manchester School led by Richard Cobden (1804-1865) and John Bright (1811-1889) demanded laissez-faire economics, free trade, and non-intervention in foreign affairs".[65]

It can be said that such economic superstructure as capitalism of "laissez faire" gave birth to its new economic classes such as urban rich class and poor working class of factories in a new class struggle, which was handled by Marx and Engels, the fathers of the scientific socialism, after their real observations in Manchester, of which inequality resists even today[66]. In this regard, Griffin puts that Engel's "*The Condition of the Working Class in England*, shone a bright light on the most unsavoury consequences of England's industrial transformation. His account of mid-19th-century Manchester was uncompromising: a place of dirt, squalid over-crowding, and exploitation". On the other hand, she adds on Manchester that "Manchester may have been dirty, noisy and over-crowded, but for many workers the combination of relatively good wages and a lively cultural scene provided ample compensation for these drawbacks".[67]

Although there was a decreasing trend in the cotton manufacturing of Manchester it was still the place where the 65 percent of the total world cotton manufacturing was produced in 1913. However, the First World War started to change everything by having damaged such main industry of Manchester. And then the Great Depression contributed more to downturn of Manchester. The real damages were made during the Second World War by air bombings of Germany. After such war, Manchester lost her title of the "cottonopolis" as the international trade and manufacturing centre of cotton. The cotton exchange was closed in 1968. The new needs of new style huge cargo carriers and big container transportation could not fulfilled by the existing Manchester port, which was also closed in 1982[68]. Moreover, the economic policies of the 1980s beginning with the Thatcher government

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65 Brown, *ibid*.

66 Economist writer (2003b) tells that such inequality is not a bad thing at all if at least some of the people gets well-paying jobs in Manchester on contrary of being equal in "poor" in the towns of Britain. Economist, "Manchester: The Manchester Model", September 13, 2013b.

67 Emma Griffin, "Manchester in the 19th Century", http://www.bl.uk/romantics-and-victorians/articles/manchester-in-the-19th-century, p. 5.

68 Wikipedia.Org, *ibid*.

having ended the "heavy industry policy"[69] in Manchester declared the collapse of her Golden Age, which, indeed, had been ended much more before. What is said before for Trabzon can be said for Manchester this time that the undeniable "changing world" in and outside Manchester shaped her destiny.

Hetheringthon (2007) puts the collapse of the golden age of Manchester by the 1980s as follows:

> "..since the traditional industries of the region went into decline, it became a city of grim; a city of urban decline and de-industrialisation (1930s 1980s). This was characterised by high unemployment, decline in traditional manufacturing industries in the region and declining urban infrastructure and difficult living conditions represented variously through such depictions as the paintings of L.S. Lowry in the 1930s; and since the late 1950s, through northern realist cinema and the popular television soap of working class life Coronation street (a programme that still has the highest ratings of all British TV shows). It was also conveyed in the popular music of well known Manchester bands like Joy Division and The Smiths in the 1970s/80s".[70]

V- A Discussion on the Future Possible Policies In Order To Regain Their Ex-Powers

It can be said that in the 21st century both cities try to regain ex-powers, which had in their golden ages of the 19th century and lost in the 20th century due to the inside and outside factors. They both try to correct the inside factors and create new ways to regain their ex-powers as well as try to benefit from the new emerging outside factors, which can hardly affect. In this regard, as well as maintaining its importance in transit trade Trabzon tries to create new ways by emerging as a new tourism destination for especially the Gulf Arab world. Moreover, Trabzon tries to regain its strategic transit trade centre connecting the West to East through Iran, which international political conditions started to allow lately. In this regard, Iran's declaration in 2009 in order to make Trabzon an import centre for her as an alternative road to her Bender Abbas Port, which is far away to Tebriz (2000 km) compared to Trabzon port (700 km)[71], contributed positively to the future plans of Trabzon. Moreover, the outside factors, namely international political conditions, which started to change after the developments in Ukraine and Georgia, made US to handle Trabzon port as a new logistic

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69 It is noted that near 150000 workers in manufacturing industry in Manchester lost their jobs between 1961 and 1983 (Wikipedia.Org, *ibid.*)

70 Hetheringthon, *ibid*, p. 632.

71 Okur and Küçükuğurlu, *ibid*, p. 34.

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place for the US-NATO corps in Afghanistan.[72] Not just a transit trade centre but also a logistics centre would like to be built in Trabzon. In this regard, a railway system connecting to the port, of which building plans go back to the 19th century, is still in agenda.

Similar patterns can also be said for Manchester. She wants to create new ways for regaining her ex-power. But when compared with Trabzon it can be said that Trabzon tries new but traditional ways, however, Manchester tries more "modern" ways of "urbanism" such as "regeneration of the city" or the so-called "Manchester Model" which is put by Hetherington (2007) as following words:

> "…urban regeneration and recovery associated with the rise in new service industries (notably insurance/banking and hotels/catering), urban housing redevelopment (see Ward 2003), consumer lifestyles, and a vibrant youth culture (ecstasy fuelled rave culture, the Madchester Hacienda club)....In terms of redevelopment this has involved adding new elements to the infrastructure (a tram system for instance), redeveloping areas in decline (Salford Keys; East Manchester; Hulme) (see Ward 2003); introducing a large out of town shopping mall (Trafford centre) and theatres and galleries Lowry Centre for instance and the Liebskind designed Imperial War Museum in the North), expanding the airport from a regional hub to a growing international airport; rebuilding old industrial areas through the intervention of the heritage industry (Castlefield) (see Degen 2001, 2003); loft conversions; waterside housing developments; new luxury city centre apartments and alongside them cafes, restaurants, galleries, delis and all of the things associated with new middle class urban living (see Zukin 1982, 1995a, O'Connor & Wynne 1996)".[73]

Such regeneration of the City with a new understanding in a "public-private entrepreneurial forms of governance" is criticised as it "hasn't benefited the whole population of the city equally" and "Manchester has lost its soul—it has swapped pop music for property redevelopment"[74], since it is accepted as a city which is described as 'cool' more than London or any other British city since the late 1980s.[75] These criticisms are objected as following reasons: "in Manchester, it does seem to have produced at least a few real jobs, rather than just more shopping malls. Investment from the bottom up (gentrification, in other words) is great where you can get it. But to support all of those independent bars, restaurants and so on, you also need customers. Cultural life feeds off economic success..." [76] Such economic

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72 Okur and Küçükuğurlu, *ibid*, pp. 34-35.
73 Hetherington, *ibid*, p. 632.
74 Economist, 2013b.
75 Hetherington, *ibid.*
76 Economist, 2013b.

success seems reached by being ready to be a model for all other northern cities of Britain which is put as following words:

> "Manchester's greatest strength in recent years has been in its civic leadership. Whereas many British cities such as Sheffield and Liverpool embraced militant left-wing ideas in the 1980s, Manchester pitched for business. ..In the 1990s, the city expanded its airport, built a new arena, a velodrome, a stadium, and a new tram system—the Manchester Metrolink. Even a tragedy—the IRA bombing of 1996—was used to further reconstruction. ...Manchester's success shows that local government can work better than central government. Other British cities are learning from its model. Liverpool and Sheffield are both establishing combined authorities—others are mooted. Birmingham is copying Manchester's centralised transport budget and its planning policies".[77]

VI-Concluding Remarks

It can be said that the 19th Century was not only the era in which both cities had their golden ages but also it was an era in which they had chance to have real connections thanks to the travellers and textiles of Manchester that pass through Trabzon to reach to Tabriz or Teheran. Engels (1853) put is as "How important this trade [Trabzon Trade], and the Black Sea trade generally is becoming, may be seen at the Manchester Exchange, where dark-complexioned Greek buyers are increasing in numbers and importance, and where Greek and South-Slavonian dialects are heard along with German and English".[78] Indeed, all these were just a sub-part of an upper picture of the "globalization of the 19th century", which was lead by Manchester and neighbourhood, thanks to the industrial revolution as "the infrastructure" and "capitalism" as "the superstructure" of the era having spread all over the world including the Ottoman Empire.

These two cities generally have much more common elements other than their golden ages. They both have ancient histories going back to the centuries of the B.C. They both had been under controls of Romans. They were founded in the north regions of their countries having common climate as mostly rainy contributing the greenish neighbourhood, which initially lead the wool and cotton textiles in both cities in the 19th century, although the one in Trabzon was smaller in scale compared to Manchester's. Both were very important cities in almost all times in which even Trabzon was the capital of an Empire, Trabzon Empire. Both cities are famous with their football teams as Manchester United and Trabzonspor. Intellectually, both had inspiring thoughts and people for the world for instance, the ones leading Renaissance era from Trabzon. Both had multi-cultural, religions

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[77] Economist, 2013a.
[78] Engels, *ibid*, p. 1.

and languages society although in Trabzon such structure was mainly in the 19th century. Although there were several common elements there were differences, too. First, in the 19th century Manchester's position in her country and in the world much more "central" through leading the globalization. On the other hand, Trabzon's position in her country and the world was more "periphery" through lead by globalization, although it was still at the core of a strategic place in terms of globalization. Second, Manchester was an industrial city as well as a trade centre although Trabzon was never accomplished to be a centre of industrialization rather it was always an important trade centre. Today both cities try to return back their gorgeous pasts although when compared to Trabzon Manchester ranks first in economic scale. However, in terms of international political and strategic place Trabzon ranks first when compared to Manchester.

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